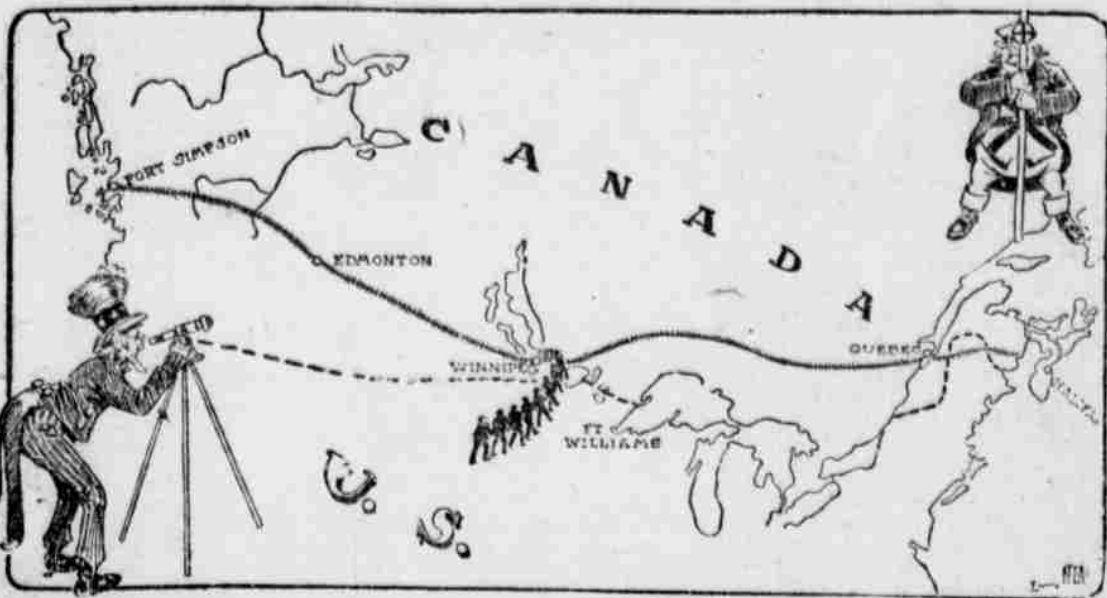


## ALBUQUERQUE EVENING CITIZEN.

VOLUME 19

ALBUQUERQUE, NEW MEXICO, SATURDAY EVENING, JULY 8, 1905.

NUMBER 179

AMERICANS TO BUILD CANADA'S  
NEW OCEAN TO OCEAN RAILWAY

TENS OF THOUSANDS OF SKILLED AND UNSKILLED LABORERS FROM THE "STATES" WILL BE REQUIRED—GENERAL MANAGER IS AN ILLINOIS MAN—LAW BARRING IMPORTATION OF WORKMEN GIVEN A TEST AND PRACTICALLY NULLIFIED—INTO THE GREAT WHEAT BELT. UNCLE SAM WILL HELP CANADA BUILD NEW TRANS-CONTINENTAL RAILROAD.

Montreal, Canada, July 8.—Canada is about to draw upon the United States for the largest part of an army of 42,000 laborers to build its new transcontinental railroad. Part of this immense force will be unskilled and part skilled labor.

The new Grand Trunk Pacific, as it is to be called, is to have a manager, Frank W. Moore. He was taken from the Wabash. The actual, practical builder is to be another American, (as Canadians call people from the United States), F. H. McGuigan, born in Pennsylvania and reared in Missouri and Iowa. He is known among railway men as a "track genius," an expert in the actual work of laying the rails. Charles M. Hays, first vice president and general manager, was born in Illinois, and has been with the Grand Trunk about five years. He left the Southern Pacific road to undertake his present

duties. It is said that he is responsible more than any other man for the existence of the new transcontinental project.

## Had to Have "Yankees."

It was early discovered that the new Canadian road could not be built without American brains, skill and labor. The projectors of the road recently struck a snag due to the importation of about fifty civil engineers and surveyors to lay out the line. The Canadian engineers invoked the alien labor act, (which, by the way, was passed in retaliation against the United States for the law excluding Canadian laborers), and the whole batch of engineers was seized and deported. They quietly slipped over the border again, and plunged into the woods where their duties lay. The Canadian authorities found it difficult to follow them into the virgin forests of the Northwest. Meantime, all the

was put forth to secure a decision of the courts exempting skilled labor from the provisions of the act. This has finally resulted in the Anglin decision, which proves to be so broad that the whole law is practically set aside.

## Taps New Wheat Belt.

The new road is expected to tap the region in western Canada into which the big stream of American immigration is now pouring. During the last year no less than 130,000 settlers have gone into this region, most of whom are farmers from the United States. Vice President Hays estimates the area of wheat belt of the Canadian Northwest as 171,000,000 acres. The average yield per acre is twenty bushels from this virgin soil, which new agricultural wealth is expected to furnish plenty of traffic for the new road when it is completed, years from now.

CANADIAN CITY OWNS  
ITS OWN UTILITIES

FORT WILLIAM CHASED THE BELL TELEPHONE PEOPLE OUT OF THE FIELD AND RUNS ITS STREET CARS—POLITICS HASN'T INTERFERED AND IS NOT EXPECTED TO.

Fort William, Ont., Canada, July 8.—This is the one city on the American continent which owns all its public utilities, including its street railway system. And in this place public ownership is an unqualified success.

To jump immediately to results during the last year, the city paid half the taxes with the profits from the street railroad. The sum of \$28,000 was written off to that account after paying all operating expenses, and putting in a comfortable amount for the sinking fund. And the people are perfectly content with the service. If they were not, they would soon remedy matters by firing the commissioners.

Fort William and Port Arthur are practically one city of about 13,000 inhabitants, but like Chicago, divided by a small river. In this double city, the people own and operate water, electric light, telephone and street car systems. The consequence is that a residence telephone costs \$12 a year, an unlimited business telephone \$24; about \$12 a year gives unlimited electric light service for a residence of six to eight rooms, and the water rate averages about \$8 a year to the ordinary householder.

## Making Profit.

The city has owned the street railway system for nearly fourteen years. The telephone system is the latest municipal undertaking. There are now 1,100 subscribers, and the second year shows a balance on the profit side of the ledger. The installation of the municipal telephone system was accomplished only after a spirited fight with the Bell Telephone trust. The

DOANE CAPTURED  
AT EMBUDO TODAY

After an exciting chase lasting for the past two weeks, Claude Doane, the notorious ex-convict, wanted for the murder of Walter Lyons, a school teacher at Ramah, McKinley county, a month ago, and also charged with the theft of a number of horses from Bernalillo county ranches, was captured at Embudo, a small station on the Denver & Rio Grande railroad, north of Santa Fe, early this morning. The capture was made by Special

Officer Ben Williams, of the Santa Fe railway, and Fred Fornoff, of the United States secret service, who traced the fugitive from his rendezvous on the Clayton ranch, south of this city, to Embudo.

The news of the capture reached this city in a dispatch from Williams to Chief of Police McMullen this afternoon. The dispatch only stated that Doane had been captured, and that the officers would arrive in Albuquerque this evening with their prisoner.

SCOTT BLUFFS  
THE SANTA FE

Offered \$20 for Every Minute Clipped From Transcontinental Record.

ASKED SIMILAR FORFEIT OF R. R.

Considerable interest was aroused in this city today by the report that the \$5,000 special train from Los Angeles to Chicago, over the Santa Fe, bearing Walter Scott, the millionaire cowboy of Death Valley, Cal., was to pass through Albuquerque.

An investigation of the report at the headquarters of the Santa Fe in this city, however, revealed the fact that the deal with Scott, who wanted to hire a special train from Los Angeles to Chicago for the sole purpose of establishing a new world's record for transcontinental time, was all off.

## Bluffed the Officials.

The reason there was "nothing doing," is because Scott bluffed out the officials with his sensational offer. He agreed to pay \$5,000 for a special train, consisting of a Pullman and a diner, and to give the road an extra bonus of \$500, if the trip was made in forty-eight hours, and the sum of \$20 for every minute under forty-eight hours, provided the railroad company would forfeit \$20 for every minute exceeding the forty-eight hours.

But the officials balked at this, so the deal was all off. The reason advanced by the officials for refusing the tempting offer made by Scott, is that the Santa Fe is not making wages.

The best special train record between these two points is that of the Lowe special in 1903, when the distance was made in fifty hours and forty-eight minutes, in a race by a father to see a daughter, whose hours were numbered.

DELAY CAUSED BY  
BREAKAGE OF PRESS

Owing to the breaking of the power press of this office, The Citizen asks the indulgence of its readers for the delay in receiving their paper.

Through the kindness of the Morning Journal we were enabled to get out the paper today, but at a much later hour than usual.

The breaks will be repaired by the Albuquerque foundry and the press working as usual not later than next Tuesday.

POTEMKINE  
SURRENDERED

To Roumanian Officials on Condition of No Extradiction.

ANOTHER ACCOUNT CONFLICTS

Roumania Regards Terms of Surrender and will Send Mutineers

TO ANY FRONTIER THEY DESIRE

Kustentz, Roumania, July 8.—The mutineers on the Kniaz Potemkine have offered to surrender as deserters and the Roumanian authorities have demanded the breech locks of the battleship's guns as a pledge of good faith. The mutineers offered to present the battleship to the Roumanian government as they declare they are anxious that she should not be handed over to Russia.

The mutineers asked the Roumanian authorities to guarantee that they would furnish the sailors who surrendered with Roumanian passports and also guarantee that they shall not be extradited to Russia. The local authorities are awaiting instruction from Bucharest, and in the meantime the commander of the port is preparing a berth for the battleship.

## The Deed is Done.

Kustentz, Roumania, July 8.—The mutinous crew of the Kniaz Potemkine and her consort, the rebel torpedo boat, have surrendered to the Roumanian authorities, have landed and are now being dispatched in small parties to different places in Roumania.

## Another Account Conflicts.

London, July 8.—A dispatch to a local news agency from Kustentz, dated Saturday, says the insurgent battleship Kniaz Potemkine reappeared there today with torpedo boats and a dispatch boat. Kniaz Potemkine with her consort entered the outer harbor and anchored near Roumanian cruiser Elberta. The authorities of the town are anxiously watching to guard against any surprise movements and much excitement prevails throughout the town.

## Roumania Erects Own Flag.

Kustentz, Roumania, July 8.—The Russians who surrendered from the Kniaz Potemkine will gradually be conveyed to any frontier they may select and will be liberated, the local authorities having given an understanding to this effect. The Roumanian flag has been hoisted over the Russian war vessel as well as the Roumanian so as to prevent any attack on them in Roumanian waters by the vessels of the Russian squadron which is reported to be in pursuit of the mutineers.

TOM LAWSON  
ON FINANCE

Says Standard Oil Defeated Bryan's Election With Five Millions.

THE PLAN WHICH HE PROPOSES

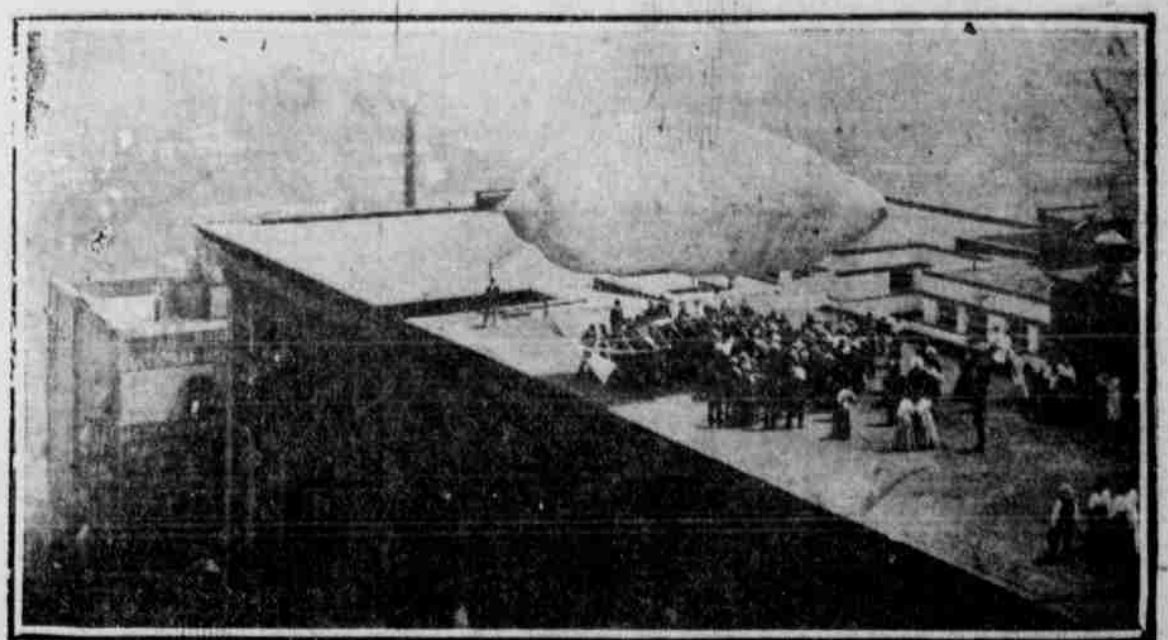
Ottawa, Kan., July 8.—Thomas W. Lawson of Boston addressed a great crowd at the Chautauqua assembly this afternoon. He spoke on the "system." Mr. Lawson arrived at noon from Kansas City, where he and Wm. T. Jerome, district attorney of New York City, were guests of honor last night at the monthly dinner of the Knife and Fork club.

Mr. Lawson said in part: "I have come to Kansas on the simple mission to point out to you that American people are being robbed, and by whom it is done, how and what the consequences will be if the robbery is not stayed, and an example made of the robbers."

Lawson discussed at length the evils of the "system," and continued: "What are you going to do about it? How shall it be ended? By your ballots? What are ballots against dollars? With \$5,000,000, I saw Rogers rob the able, fearless, honest, but all wrong on money question, William Jennings Bryan, of the presidency in 1896. Do you imagine he would shrink from repeating the operations in 1904 if he feared the man you may nominate would upset his control?"

Lawson eulogized President Roosevelt but said he was bound by Congress. Municipal ownership he dismissed as "will-o'-wisp."

Then he said the safest, easiest and most natural process of restitution is application of the "system's" own methods. The first step is for the American people to sell every share of stock and every bond they hold back to frenzied financiers at present inflated prices. Take the money thus realized and place it in banks and trust companies, or, better still, in government, state and municipal bonds.

KNABENSHUE WILL DO DARING  
STUNTS WITH HIS NEW AIRSHIP

PHOTOGRAPH OF THE KNABENSHUE AIRSHIP AS IT LANDED ON THE SPITZER BUILDING IN TOLEDO, EXACTLY WHERE IT HAD BEEN PLANNED TO LAND.

"KING OF THE ATMOSPHERE" NEVER GIVES A THOUGHT TO DEATH, BUT THERE IS A LITTLE WOMAN IN TOLEDO, O., WHO IS MIGHTILY WORRIED—HE HAS NO PLATFORM OR BASKET, ONLY A FRAIL FRAMEWORK SUPPORT—HOW MRS. KNABENSHUE WATCHED FIRST PUBLIC FLIGHT.

About 10 minutes after the ship, Toledo, Ohio, July 8.—Roy Knabenshue, the young king of the air, who has built an airship which does what he wants it to do, is preparing more surprises for the public.

He will make several experimental flights in the near future, during which he will try out the machine on some daring stunts. Later on he will make some longer trips, the first probably across the lake to Detroit.

The most worried woman in Toledo these days, is Mrs. Knabenshue. She has been with her husband nearly all the time since he began building his machine. While she is pleased over his success, she fears accidents and her uneasiness is visible every moment.

The fact that there is such a thing as death never for a moment enters into Knabenshue's calculations. He goes steadily ahead, unawed at any doom that might be described to him, and smiling easily when the chance, and the apparently easy chance, of fatality is mentioned to him.

Between him and the earth, many times miles below him, there is only the frail structure of the framework of the airship, holding the driving and

zer roof. She tried to make her way through the crowd, but it was too dense, and she stopped on the outer edge, and called to him.

"Roy! Roy!" she cried.

The clamor of the crowd was so great that her voice could hardly be heard, but Knabenshue heard. He turned towards her and picked her out of the mass of people instantly. Then over the heads of the cheering crowd he flashed a greeting to her and smiled. He spoke, but what he said was lost in the noise of the crowd. And he smiled continually, the happy smile of a child that has accomplished its desire.

Back over the heads of the crowd Mrs. Knabenshue sent the greeting her husband had flashed to her as good as he gave. Her eyes were wet, and she turned away weeping, but trying the while to smile bravely through her tears.

Knabenshue is the ideal aeronaut. The breath of the upper regions is life to him. He is content enough on the earth below, but up in the clouds the intensity of the moment enthralled and intoxicated him.

He has been interested in ballooning and aeroplanes since he was the merest boy. Before he was 20 he had an old captive balloon, and one day when no one was expecting it, and his parents were away, he cut loose the ropes holding it to the earth, and soared away into the blue for his first trip.

Knabenshue is not yet 28 years of age. He is married and has four children, and is a home man.

DISTRICT ATTORNEY  
TO TEST THE LAW

Providing for Assessment of Sheep Where Animals Graze.

IT AFFECTS BERNALILLO COUNTY

By reason of the law passed March 16, 1905, by the territorial legislature, providing for the assessment of sheep in the counties in which the animals graze, instead of where they are owned, the assessment of the county of Bernalillo would be reduced something like \$100,000.

At the meeting of the board of county commissioners yesterday, District Attorney F. W. Clancy was instructed to appear before the territorial board of equalization when that body meets at Santa Fe, and protest against the law on the ground that it cannot become effective, as was passed March 16, and the assessment of all property in the territory is based on property that was owned on March 1, 1905.

The point raised is an interesting one, and if sustained by the territorial board of equalization, will result in a big increase in the total county assessment for 1905.

COTTON EXPERT GETS  
THE GRAND BOUNCE

Washington, July 8.—As a result of the investigation by the secret service agents into the charges made by Richard Chestnut, secretary of the Cotton Planters' association, that information had been given to cotton brokers in New York by some persons in the bureau of statistics of the department of agriculture, a statement has been made public by the secretary of agriculture in which he states that Edward S. Holmes, associate statistician has been guilty of "gagging" official reports. The report says:

"It has been found that Holmes communicated advance information to L. C. Vaniper, a New York broker, and M. Haas, of New York, who acted as go-between in conveying information from Holmes to other New York brokers, including Theodore Price. Steps have been taken by Secretary Wilson to prevent any further leakage of department affairs and entire reorganization of the bureau of statistics and the manner of preparing the monthly crop bulletins has been outlined."

Holmes has been dismissed from the service.

SHERMAN BELL SPENDS  
FEW HOURS IN CITY

Sherman Bell, adjutant general of the state of Colorado under Governor Peabody, and who came into prominence during the serious strike disturbances in the mining districts of that state, passed through this city last night on his way to El Paso and Roswell on business.

Bell was taken for a look about the city during his stay here, by Captain W. E. Dame, clerk of the district court, who served in the same troop of Rough Riders. He was very much pleased with what he saw of Albuquerque, and after visiting the new Casino at Traction Park, stated that the amusement resort was a handsome play house, and that it would be a credit to a city many times the size of Albuquerque.

SUBMERGED SUBMARINE  
CREW IS LOST

Paris, July 8.—A private dispatch from Bizerta, Tunis, says that the submarine boat was refloated today, and towed to the arsenal. The crew had perished. This is not confirmed officially.

The Previous Statement. Bizerta, Tunis, July 8.—Another attempt will be made today by the relief ships to move the sunken submarine boat. Most of the entombed crew have families living here, and the despair of the wives and children of the entombed men makes a pitiful spectacle. Strict censorship is maintained against cabling detailed information regarding the submarine.

INSTALL TELEPHONE IN  
MIDDLE OF SALT LAKE

THE MIDLAKE 'PHONE.

Salt Lake City, July 8.—There was installed the other day the most unique telephone service in the world. Three thousand feet from the base of the great Salt Lake, has been erected a telephone instrument that is in direct communication with an exchange on shore. The fact that several people have lost their lives while bathing in Salt Lake before help could be summoned was the primary reason for putting in the instrument. It has proved, however, to be very popular with tourists, who are able to telephone over a radius of 500 miles to friends in other states, to say nothing for Salt Lakeers who can arrange for supper in the city, seven or eight miles distant, by means of telephone.

The installing of the instrument was a very nice piece of electrical engineering. Every joint had to be perfect, and the insulation of the best and strongest to resist the action of the powerful brine of the great inland sea. It was two weeks before the telephone could be brought to a condition to work without a hitch. Now, it is possible to talk to Spokane, Wash., Denver, Colo., and the cities of Wyoming, Idaho and Utah from the waters of Salt Lake.

AMERICA CARRIES THE  
TENNIS CHAMPIONSHIP

London, July 8.—Miss May Sutton of Pasadena, Cal., today beat the English champion, Miss K. Doughty, by 2 to 0, and thus became the British as well as the American lady tennis champion. The scores were 6-5 and 6-4.